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The Editor will gratefully receive contributions, in English or Tamil, of articles on matters of *National War Front interest*, and publish them, if suitable, as signed articles, in the Bulletin. The articles should be short and reach the Editor a week in advance.

(No article on Post War Reconstruction this week).

LECTURE CCXVII.

ALLIED VICTORIES IN EUROPE.

FRUIT OF TEHERAN MEETING.

(By Lt. Gen. Sir Douglas Brownrigg).

The break-neck speed of the British-Canadian and American advances in France makes a running commentary out of date before it is uttered.

Now is the moment, therefore, to trace the victories back to their inception.

It is only ten months since the three great national leaders of the United States, the British Empire and the Soviet Union met in Teheran and issued their historic declaration which was in effect a plan, to which all the three were agreed to work, for the making of victory.

It is affirmed in that document that they had reached complete agreement as to the scope and timing of the operations which would be undertaken from the East and the South; towards the end, these prohetic words appear: "No power on earth can prevent our destroying the German armies by land, their U-boats by sea and their war plants from the air."

Yet, despite the agreement reached by President Roosevelt, Mr. Churchill and Marshal Stalin in that Persian garden, there have not been wanting amateur strategists who have stressed the need for a speedier commencement of an assault from the West. But they need have spared themselves. The timing had been agreed at Teheran.

It is interesting to consider how far the actual progress made towards the destruction of the German armies, U-boats and war plants has kept up with the Teheran timing—or how far ahead it may have raced. We have no means of knowing; but to-day we see France and Belgium free, Holland entered, the Balkans aflame and Hungary—alone of all Germany's former satellites—still clinging precariously to German skirts.

All this has happened since General Alexander struck the first blow of this last decisive campaign in mid-May in his out-and-out offensive against the Gustav Line. That

was followed three weeks later by the landings in Normandy on June 6, and a fortnight later the Red Army commenced its race across the space which still intervened between the advanced Russian forces and the frontiers of East Prussia and the banks of the Vistula.

The starting times were syncopated rather than synchronised; so have been the rates of progress on the different fronts. At first, the Red Army—although it started last—made all the running, whilst the assault on the west seemed to be stuck in front of Caen. Then came the burning of the Cotentin cork and out flowed the armoured might of the United States to swamp all France. Then the Red Army in its turn could make little progress either against Warsaw or the Baltic areas; and the armies of Italy had to pause between the capture of the Gustav Line and the breaching of the Gothic Line which has just occurred.

But every pause on every front has been the pre-requisite of subsequent success. The British check in front of Caen tore the guts out of the German panzer strength and made the American tidal wave possible; the halt between the Gustav and Gothic Lines had been necessary to recoil the spring and make it strong enough to push right through to the valley of the Po when it was next released; and likewise, the comparatively slow progress on the Russian front in the North may well be the precursor of a surge which will take the Red Army over the river Oder right to the outskirts of Berlin.

This is only guess work on my part; but I know that the scope and timing of these operations are the fruit of the Teheran meeting. Complete occupation of Germany will be necessary before all formed bodies of the German army are liquidated, and more time still may elapse before the guerilla tactics of the Nazi criminals can be finally dealt with.

WEEKLY WAR SUMMARY.

(A)—LEADING EVENTS.

20—9—44 (Wednesday).	*FINLAND* breaks with Axis satellites.
	Allied carrier-borne aircraft raid *MANILA*, the capital of *PHILIPPINES*, (357 Jap aircraft and 57 ships destroyed in 2 days' air attack).
21—9—44 (Thursday).	Allies capture *RIMINI* (Italy).
22—9—44 (Friday).	Allies occupy *STOLBERG* inside *GERMANY*.
	Russians capture *TALLINN* (capital of Estonia).
	Japanese pull out of another position on *MAYU* Range in Burma.
	Allied Pacific Fleet Aircraft attack *PHILIPPINES* again.
23—9—44 (Saturday).	Russians capture *PARNU*, an important port in the Gulf of *RIGA*.
24—9—44 (Sunday).	Russians capture *BALTISKY*, the Baltic Naval base.
	British 2nd Army tanks enter *GERMANY* east of *NIJMEGEN*.
	Nazis abandon *GOTHIC* line defences in *ITALY*.
25—9—44 (Monday).	*YUGOSLAV* patriots occupy *BANYALUKA* the big Bosnian town.
26—9—44 (Tuesday).	Russian troops reach the Hungarian border.

(B) NEWS IN BRIEF.

The Western Front.—The British Second Army is pushing through HOLLAND to the German frontier, north of ESSEN. This is the shortest route to BERLIN. Through HOLLAND flow the Maas and the Rhine, the latter dividing into branches called the Waal and the Lek. As the country is interspersed with innumerable streams and canals air-borne troops were requisitioned to assist the advancing British Second Army.

Thus, On Sep 17, the largest air-borne army in history—the British First Air-borne Army, descended on the Rhine Delta behind the German lines, and along the path of the 2nd Army, from EINDHOVEN to NIJMEGEN on the Waal and on ARNHEM on the Lek.

Meanwhile, the 2nd Army moved up across the Escaut Canal to EINDHOVEN and NIJMEGEN, taking the Maas in its stride, to link-up with the air-borne army on the northern bank of the Lek at ARNHEM.

In this area, the British have captured EINDHOVEN, NIJMEGEN and SITTARD—and broadened the advance corridor to double its initial width.

The Germans are attacking fiercely at ARNHEM to isolate the air-borne forces, and in the rear of the corridor to cut off the supply communications of the 2nd Army.

According to the latest reports the troops at ARNHEM have been withdrawn to NIJMEGEN.

The Siegfried Line continues to be attacked. In the AACHEN-TRIER sector the American First Army, which took STOLBERG last week, has since captured TERNUZENAN, GERBEVILLAR and WALBURG.

Lower down in the Moselle sector the American 3rd Army, which captured NANCY last week, has now taken LEYR and EPINAL. Battles are raging in the Dieuze area. The Army has reached the River Meurthe at LUNEVILLE.

At the southern end of the Siegfried Line in the Belfort sector, the American 7th Army is pressing on the Vosges range near EPINAL, and is closing round METZ.

On the coast, BOULOGNE has been liberated, CALAIS is being attacked and the Scheldt and its estuary near TERNEUZAN have been reached. 3,500 tons of bombs have been dropped on CALAIS.

The Eastern Front.—Swift developments have taken place in the Baltic area, following the capitulation of FINLAND. The whole of ESTONIA has been liberated, except her islands. Crashing forward from NARVA and TARTU the Red Army carried out the liberation, capturing one after another TALINN (REVAL) the capital of ESTONIA, TARTU (DORPAT), WALGA, RAKVERE, PARNU, BALTISKY and HAAPSALU.

The battle has begun for the Estonian islands of WORMSI, HILU—MAA (DAGO) and SAARE-MAA (OSEL) in which the German forces are concentrated. Of these WORMSI has fallen.

The battle of RIGA is at hand.

The battle for WARSAW is continuing. Flying fortresses from England are dropping supplies to the Polish garrison. The town of TARKA in southern POLAND in the Carpathians has been captured.

Inside RUMANIA, LIPARA and ARAD have been taken.

The Red Army is reported to have reached the Hungarian border.

Marshal Tito's forces are reported to be approaching BELGRADE, the Yugoslav capital. BANJALUKA, the largest town in BOSNIA has been taken. With the elimination of the Germans in SOLTA, the DALMATIAN Islands have been completely liberated.

Italy.—RIMINI, the eastern anchor of the Gothic Line has been captured. The Gothic Line is now a mass of ruins.

Following the fall of RIMINI, the 5th Army has entered the plain of Lombardy and is advancing on BOLOGNA.

Maintaining its advance towards the plains of Lombardy the 8th Army has moved to CORIANO inside SAN MARINO and liberated the Republic. SAN MARINO has declared war on GERMANY. North of FLORENCE it has reached the Futa Pass. It has also crossed the Marecchia and the Rubicon Rivers and gained a foot-hold in the Valley of the Po.

The Pacific.—MANILA, the capital of the PHILIPPINES was raided twice from the air. In the first raid 37 Japanese warships were either sunk or damaged and 205 aircraft were destroyed.

In the second raid 200 aircraft carried out the attack in 4 waves and damaged air-fields and harbour installations.

American aircraft bombed NANKING and CANTON in CHINA, 8,000 tons of shipping in the Strait of Formosa and industrial and chemical installations at ANGCHA in MANCHURIA.

ALLIED AIR-RAIDS.

17—9—44. (Sunday).

EUROPE (German-occupied).

DAY:—

Railway-yards and oil-refineries in BUDAPEST.
Enemy rail junctions in HUNGARY.

NIGHT:—

Targets at BREMEN.
Ammunition dumps in HOLLAND.

ITALY.

Enemy strong points in the GOTHIC Line defences.

FAR EAST.

The Jap base at KENDARI.
A Jap freighter off KENDARI.

BURMA.

Communication targets in Central BURMA.

18—9—44 (Monday).

EUROPE (German-occupied).

DAY:—

Bridges and Marshalling yards in HUNGARY and YUGOSLAVIA.
Military targets in the fighting areas in FRANCE and GERMANY.

NIGHT:—

The harbour at BREMERHAVEN.
Air-fields in HOLLAND and GERMANY.
BERLIN, BUDAPEST.
Railway junction at CSOP (Hungary).

ITALY.

Road and rail communications in the PO Valley.
Troop concentrations, gun-positions and strong points in the battle-area.

FAR EAST.

Jap air-fields on HALMAHERA.
Jap shipping off CELEBES.
The railway repair and maintenance centre at SIEGLI (Sumatra).

BURMA.

Enemy targets in the ARAKAN.
Enemy positions in the neighbourhood of the TIDDIM Road and the CHINDWIN.
BHAMO.
Railway bridges and waterways in South BURMA.

19—9—44 (Tuesday).

EUROPE (German-occupied).

DAY:—

Two bridges in YUGOSLAVIA.
Enemy positions, tanks and gun-positions in the battle-areas on the Western and Eastern Fronts.

NIGHT:—

Communication centres of RHEYDA and MUNCHEN-GLADBACH.
Barges carrying troops on the RHINE.
Trains at EMMERICH.
BUDAPEST (Capital of Hungary).
Railway junction of SATU-MARE (Transylvania).

ITALY.

Guns and troop concentrations West of RIMINI.
Enemy shipping in the Gulf of GENOA.

FAR EAST.

Air-fields, barracks and supply-dumps in the South PHILIPPINES.
Enemy objectives in the AMBOINA.
Air-fields on HALMAHERA.

BURMA.

Railway-yards in and around MANDALAY.
Targets over the ARAKAN and CHINDWIN areas.

20—9—44 (Wednesday).

EUROPE (German-occupied).

DAY:—

The harbour and enemy installations at CALAIS.
Railway bridges and rail-yards in HUNGARY.
The rail-yards at TRIER (Germany).

NIGHT:—

Laying mines in enemy waters.

ITALY.

Enemy strong points and gun-positions in the battle areas.

FAR EAST.

Air-fields and defence areas in the DAVAO area.
The township of LAUTEM (Timor).
Jap air-fields on HALMAHERA.
A Jap troop ship off CELEBES.
MANILA (Capital of Philippines).

BURMA.

Support to ground troops in the ARAKAN, TIDDIM Road and CHINDWIN areas.
Railway objectives in Central BURMA.

21—9—44 (Thursday).

EUROPE (German-occupied).

DAY:—
Synthetic oil-plant at LUDWIGSHAFEN.
Railway marshalling yards at MAINZ and COBLENZ.
Rail-communications in HUNGARY.
Targets in CZECHOSLOVAKIA.
Motor transport, gun-positions and troop concentrations in YUGOSLAVIA and GREECE.

NIGHT:—
Rail-yards at HEGYSHALOM (Hungary).
Dropping supplies to Polish troops inside WARSAW.
Military targets in the battle areas in Western and Eastern Fronts.

ITALY.

Enemy transport and positions in the PO Valley.

FAR EAST.

Targets in and around the MANILA harbour. (Philippines).
Air-fields near MANILA and on HALMAHERA.
Freighters off CERAM.
LAUTEM (Timor).
Jap installations at ARAKABESAN (Palau Group) and MOEN Island (Truk Atoll).
Targets on PAGAN and MARLUS Islands.

BURMA.

Support to ground-troops in the ARAKAN, TIDDIM Road and CHINDWIN areas.

22—9—44. (Friday).

EUROPE (German-occupied).

DAY:—
Industrial targets in the KASSEL area (Germany).
Military targets at MUNILA (Germany).
Air-combats over the NIJMEGEN and LOCHEM areas.
Enemy communications in HUNGARY and YUGOSLAVIA.
Military objectives in GREECE and ALBANIA.
German shipping trying to escape from TALLINN (Estonia).
The Ports of RIGA and PERNOY.

NIGHT:—
Port facilities at SALONIKA (Greece).
Port installations in the CALAIS area (France).

ITALY.

Rail-road bridges in the PO Valley.
Roads, bridges, motor transport and rolling stock in the battle-areas.

FAR EAST.

YAP Island (Carolines).
Jap shipping and air-fields from TIMOR to the SOLOMONS.
Japanese air-fields and installations in CERAM and CELEBES.

BURMA.

Motor transport and river-craft along the ARAKAN coast and Central BURMA.

23—9—44 (Saturday).

EUROPE (German-occupied).

DAY:—
Air-fields and other objectives in the MUNICH area.
Rail-yards at LARISSA (Greece) and in South AUSTRIA.
Transport targets in Northern FRANCE, HOLLAND and Western GERMANY.
Bridges and barges in HOLLAND.
Enemy positions and gun-positions in the ARNHEM area (Holland).

NIGHT:—
The inland harbour of NEUSS (Germany).
Industrial targets at MUNSTER (Germany) and BOCHUM.
Barges on the RHINE and MASS.
Vehicles west of COLOGNE.

ITALY.

Bridges and a fuel-dump in Northern ITALY.
Enemy communications in the battle areas.
Shipping in the ADRIATIC and the Gulf of GENOA.

FAR EAST.

13 Jap strong holds and bases from the PHILIPPINES to BOUGAINVILLE (Solomons).
Jap supply vessels off CELEBES and off HALMAHERA Island.
Anti air craft positions at LAUTEM (Timor).
Barges and small craft in the BANDA Sea.
Japanese military installations at HANKOW (China).

BURMA.

Railway-yards at THAZI.
Locomotives and rolling stock in central BURMA.

ENEMY AIR-RAIDS.

18—9—44 (Monday).

BRITAIN and RUSSIA.

No enemy air activity.

FAR EAST.

American positions on MOROTOI Island (Halmahera group).

19—9—44 (Tuesday).

BRITAIN.

Places in Southern ENGLAND including the LONDON area.

RUSSIA and FAR EAST.

No enemy air activity.

20—9—44. Wednesday.

BRITAIN.

Places in Southern ENGLAND.

RUSSIA.

No information.

FAR EAST.

Allied positions on the MOROTO Island (Halmahera Group).

21—9—44 (Thursday).

BRITAIN, RUSSIA and FAR EAST

No enemy air activity.

22—9—44 (Friday).

BRITAIN, RUSSIA and FAR EAST.

No enemy air activity.

23—9—44 (Saturday)

BRITAIN.

No information.

RUSSIA and FAR EAST.

No enemy air activity.

24—9—44 (Sunday).

BRITAIN.

Places in Southern ENGLAND including the LONDON area.

RUSSIA and FAR EAST.

No enemy air activity.

SIDE LIGHTS.

ON THE WESTERN FRONT, the Allied landings on the NORMANDY coast on June 6 led up to the liberation of FRANCE in a matter of a hundred days. On Sep. 12 the Allies crossed into GERMANY for the first time and since then other crossings have followed. With the last week's linking-up of the American 3rd and 7th Armies at the Belfort Gap the Allied line along the German frontier now extends from HOLLAND to the Swiss border. Six Allied Armies are operating in this area—American, British and Canadian, assisted by French and Polish forces. The main pressure is exerted on the Siegfried Line along a stretch of 70 miles from AACHEN to TRIER. Several penetrations have been already made in the Line, the biggest being 8 miles deep. Several fortresses buttressing the Line have been taken and several places inside GERMANY have been captured—FORSTEBACH, KOPSEHEN, WORMHOF, HERGENRATH, GEMMENECH, LAMMERSDORF and STOLBERG. AACHEN itself is a battle-arena.

But Hitler's immediate fear is not AACHEN in the middle of the Line so much as its northern end between the Dutch border and the sea. It is doubtful if this end is fortified and even if it is, it is certainly the weakest spot. The Siegfried Line may also be outflanked here.

It is this area that is now threatened by the British by a double assault from land and air.

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AN EPIC MARCH. Genl. Dempsey's march at the head of the British Second Army into HOLLAND to compass this end has established a record for rapidity. Earlier Genl. Dempsey had marched from the Seine to BRUSSELS in 6 days at 35 miles a day! Now he has marched from EINDHOVEN to NIJMEGEN in HOLLAND—a distance of 37 miles in 5 hours, taking the Maas in his stride! He has also crossed the Lower Rhine and reached the elbow between this river and the River Lek further north.

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AN EPIC LANDING. The simultaneous landing of the First British Air-borne Army at ARNHEM in South HOLLAND close to the German border on Sep. 17 in order to assist Genl. Dempsey is another epic event. It should be noted that it was an *army* that was landed—a regular army, with tanks, jeeps, guns, food-stores, doctors and hospitals—the first regular army in history to land from the skies—self-contained, complete. An armada of one thousand gliders and transport-carrier planes brought them to HOLLAND. Their landing in the right place and at the right time was a marvel of precision. Hitler must now know that no part of GERMANY is safe from air-borne invasions. The landing was the very consummation of air-power and a demonstration of a supremacy which Hitler vainly sought to establish in 1940 in British skies.

In the area between the Waal and the Lek, fierce battles raged during the week. Dempsey driving north to cross the Lek and link up with the air-borne army at ARNHEM, and the Germans throwing in their forces in strength to prevent it. The Germans attacked both ARNHEM and Dempsey's communications in the rear. But the Eindhoven road, though cut several times was restored as often. The hemmed-in air-borne army, supplied and reinforced by air put up a heroic fight. Here is a German account of it.

'British air-borne troops have made themselves strong in houses and gardens. Every window has become a fire-spitting fortress, every basement a machine-gun nest. Only when the roofs crash, the walls crumble and the whole house is about to go up in flames do they leave those strong points.'

No wonder! BRITAIN's air-borne army, built up by strenuous training during two years, contains the bravest men from all parts of the Empire and from all battle-fronts. They have been drilled as commandoes, to fight as they land, by parachute glider or troop-transport, and to operate either as infantry, artillery or tank-crew. As the weather stood in the way of the arrival of supplies, after 9 days' heroic fighting the forces withdrew—2,000 survivors out of 8,000 that originally landed.

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THE BATTLE OF LONDON. The Battle of BRITAIN, the Battle of LONDON and the Battle of ARNHEM supply a triple example of British heroism in the air. In the first BRITAIN was saved; in the second LONDON tided over a possible danger and the third has helped to establish a bridgehead in HOLLAND for the invasion of GERMANY.

Now that the Channel ports are falling one after another and the CALAIS area itself is under attack the flying bomb nests will soon be eradicated. LONDON has been lit up and the London Evacuees are returning home. The Germans had hoped that by holding the Channel ports they could delay, if not halt the Allied supplies; that hope is now lost.

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ON THE EASTERN FRONT, the fall of TALLINN, followed by the capture of other important ports in the gulf of FINLAND has virtually completed the liberation of ESTONIA, though the Estonian islands in the Baltic are still in enemy hands. Naval battles are proceeding in the gulf of FINLAND. The fall of RIGA the capital of LATVIA is a matter of days.

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FINLAND'S WITHDRAWAL from the war, and the Armistice she has signed, throw light on the pattern of Eastern EUROPE that is replacing Hitler's 'New Order' now defunct. Though its final shape has not been defined yet, the arrangements which the Allies have already made with RUMANIA, BULGARIA, FINLAND and ESTONIA are significant of the Allies' conciliatory attitude and far-sighted policy. ESTONIA has been granted independence. The States on the Russian border are not expected to come under Russian sway or give up their own social or economic systems. They are free to develop along their own lines, provided they are not anti-Russian. What Stalin desires in the post-war period is stability for his own country—security in which to repair the ravages wrought by Hitler.

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IN ITALY, the Gothic Line is a mass of ruins. With the fall of RIMINI the Allies have gained access to the valley of the Po. Though much still remains to be done before Kesselring's forces are annihilated much has been accomplished already. The Mediterranean Air Force, now brought so much nearer to the head of the Adriatic has assisted the Russian armies in capturing GERMANY's oil-supplies in the basin of the Danube, and in liberating the people of the BALKANS. Eventually, the Allied Armies in ITALY will link up with the patriots of YUGOSLAVIA and close the ring round Hitler along South-Eastern Europe.

IN GERMANY, gradually the Germans are being familiarised with the prospect of defeat. Allied penetration into GERMANY is now admitted. Hitler has not spoken after the frantic speech he made when the attempt on his life was reported to have been made. The question often asked is 'where is Hitler?', 'Is he alive?'. 'Has he fled?' Foreign workers in GERMANY are asking 'when shall we go home?'. The policy of 'scorched earth' for German defence is flouted as stupid. What is the 'inner defence line' line?, after the Siegfried Line falls? 'Where is it except in Hitler's imagination?' they ask. Large numbers of S. S. men are dismissed by Himmler because they can no longer be relied on. Opposition groups in big industrial centres are openly organising meetings under the very nose of the Gestapo to discuss the Reich's political and military situation. The People's Tribunal is more active than ever. Goebbels is not so glib as he was. Lord Haw-Haw has faded out.

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THE BATTLE OF LONDON. When the flying bombs were coming in strength critics were not wanting who accused Government and complained that the authorities this time had been caught napping, while as a matter of fact the military Directorate had already spent several anxious months in taking counter-measures. The B. B. C. record of Big Ben was one of them. Big Ben too precious to be risked did not ring the hours, but the B. B. C. rang the hours instead from a record which many mistook for the bell itself. The Secret Intelligence Service meanwhile, reported that the bombs were made at PEENEMUNDE, which was forthwith destroyed by aerial attacks. Next came the location of the bomb sites in the CALAIS area from which they were fired, and their bombardment. Later, when the Germans substituted prefabricated installations, the bombs flew haphazard, sometimes into ENGLAND and sometimes into GERMANY itself. To arrest the bombs when they reached the British Coast, thousands of barrage balloons were removed with their crews from the interior to the Coast. Finally, the R. A. F. Spitfires, Mosquitoes, Mustangs and Tempests were kept in readiness to destroy the blind invaders when they came. When the bombs fell on LONDON, which was the chief target, an efficient service was in readiness to put out fires. Arrangements were also made for wholesale evacuation.

But the vexation is over. While it lasted LONDON bore the blows heroically. Now the black-out has gone out and the evacuees are returning home.

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THE PACIFIC THEATRE. On Sept. 15, as already reported, two major moves were made against the Japanese in occupation of the Pacific areas. One was the landing on MOROTAI Island in the HALMAHERAS by MacArthur himself, and the other the landing on PELIEU and ANGAUR Islands of the PALAU group.

Since then, MANILA, the capital of the PHILIPPINES has been raided twice by air-borne carriers of the Pacific Fleet, which has resulted in the sinking or damaging of 37 enemy warships and the destruction of 205 aircraft. This is the first major air operation in the PHILIPPINES, greater even than the air operations against TRUK in the CAROLINES. MANILA is a base which the Japanese have strengthened for the defence of the PHILIPPINES.

These events show that the battle for NEW GUINEA is over, and that the task of neutralising the enemy's Central Pacific bases is well-nigh finished. The Allies have entered JAPAN's inner zone. Hereafter, each new advance will meet with increasing resistance no doubt, but that way lies victory.

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MISCELLANEOUS. (1) FINLAND has broken off relations with JAPAN.

(2) SWEDEN has forbidden the entry of German ships in her territorial waters.

(3) SAN MARINO has declared war on GERMANY.

(4) A general strike has broken out in COPENHAGEN and other Danish towns.

(5) The Swiss-French border has been opened.

(6) The Japanese-controlled puppet State in the PHILIPPINES has declared war against the U. S. A. and BRITAIN.

GERMANY'S POSITION WORSE THAN 1918

LAST DAYS OF THE REICH.

The third Reich is no longer able to seize the throats of its neighbours. It will soon be lying at the feet of its enemies. The road home for the German troops occupying the Balkans will certainly pass through Allied prison-camps.

Wherever Hitler looks from his demolished work-room, he sees nothing but fleeing or defeated armies. With large forces practically isolated in the Balkans, North Finland and Norway and with many divisions in danger in Holland, Denmark and North Italy, Germany's position is much more desperate than at the time of the Armistice in 1918. There can be no doubt as to the outcome of the war.

What experience have the Germans of guerilla warfare? Do the Germans believe that they can imitate the feats of oppressed peoples in France, Norway, Denmark, Poland, Greece and Yugoslavia? It is not surprising that many races and nations who for more than five years have been labouring under the Nazi yoke should witness Germany's predicament without feeling sympathy or mercy.

"NO USE TALKING TO THE BRITISH."

HAW HAW'S "DISAPPEARANCE."

(*From the Daily Express*).

The voice of William Joyce, *alias* Lord Haw Haw, Mosley's ex-Propaganda Chief, who turned traitor-broadcaster for Goebbels, has not been heard for over a week. His characteristic script "Germany Speaking" and "Views on News" is being read by one of his stooges, Edward Roderick Dietze.

Haw Haw's disintegration seems to have kept pace with that of the *Wehrmacht* since the débacle of Cape Bon. About that time he produced his last wisecrack. He said: "What are you British people at home getting out of all this? The answer is—a lemon. I beg your pardon, an orange".

In the early days of the war, following our evacuation from France, Haw Haw broadcast four times daily. Then it became three times, then twice and since "D" Day it has been once a day.

When Allied successes began to speak for themselves, Haw Haw turned to propaganda pure and simple. When he could no longer counter Allied successes with facts or promises, Haw Haw turned to the horrific. He talked of "blood-baths in Normandy for your husbands, sons and sweethearts".

For a short while, Haw Haw tried his hand at psychological warfare against our troops in Normandy. He failed miserably.

The musical part of his programmes was excellent, but his threats of "You will be thrown back into the sea and drown like rats", and other attempts at intimidation, merely proved irritating interruptions.

Gradually the fire went out of his vituperations. There was no longer any specific line to his talks. He seized on anything—distortion, sneers or cheap mockery.

The flying bombs gave him a chance for a short come-back. But he could no longer use the old mixture of lies with half-truths.

Since "D" Day, Haw Haw's jibes and lies have been squashed as promptly as he uttered them. As he himself put it to a Berlin colleague not so long ago: "It is no use talking to the stubborn British; they won't believe anything you say for their own good".

And now the man who told Britain every night of the "invincible fortress of Greater Europe" has evidently withdrawn into some obscure inner cavity behind the crumbling ramparts of Festung Deutschland.

IMMENSITY OF ALLIED VICTORY IN FRANCE

GERMAN LOSSES IN THE FIELD

(*By Lt. Gen. Sir Douglas Brownrigg*).

When one side claims a smashing victory, the other often talks of strategic withdrawal to prepared positions in the rear; the student of war is left guessing who is telling the truth.

But there is one absolutely reliable guide to the extent of victory and that is the number of prisoners and the amount of booty left in hostile hands. By this yardstick alone, the true immensity of the Allied victory in France can be appreciated without any regard at all to the number of places liberated from the Nazi yoke.

I make, therefore, no excuse for mentioning more figures than usual in this commentary, for unless figures are seen in cold print they cannot be appreciated at that true value.

In less than 12 weeks (from June 6 to August 25—the latest date for which figures are available) four German armies in France have been decisively defeated. They were the First, Seventh, Fifteenth and Fifth Panzers. Their defeat involved the complete elimination of five panzer divisions and 20 infantry-divisions, without taking into account a parachute division and three infantry divisions cut off in Brittany and in the Channel Islands. Since then, of course, many other pockets of resistance have been cleaned up, but these published figures only take us to August 25.

In terms of man-power these losses meant 500,000 Germans killed, wounded and missing—including 300,000 prisoners of war, well over half of whom have been taken since July 25. The previous record was held jointly by Stalingrad and Tunisia, which claimed 300,000 each, but these figures include a number of satellite troops; in Tunisia at least half were Italians. In France, the prisoners nearly all have been German, which makes the loss all the more difficult for Germany to bear.

The throughness of the destruction of whole German formations is eloquently illustrated by the rank of some of the prisoners captured. They include one army commander, two corps commanders, 15 divisional commanders and one fortress commander—there are a lot more of high-ranking officers to follow when the "sacrifice pockets" along the Channel coast have been liquidated.

The booty taken or destroyed is, of course, commensurate with the casualties, and includes 1,300 tanks, 500 assault guns, 20,000 motor transport vehicles, 1,500 field and heavier guns, besides a number of coastal batteries.

Aircraft losses are on an even larger scale, and include well over 2,000 destroyed in the air and over 1,000 on the ground. These air losses are phenomenal, when it is remembered how the *Luftwaffe* has been nursed and only employed on missions considered to be of vital importance. The aircraft losses are very conservative, as they do not include "probables", which would add very materially to the total.

In comparison with it size, the German Navy has been perhaps the worst sufferer of the three services, having lost by sinking or severe damage over 300 warships of all sizes, plus an unrecorded number of merchant vessels. But these losses are by no means the end of the tale.

There are several far-flung garrisons which can never hope to see the Reich again except as prisoners; there are the German armies of occupation in Norway, Denmark and Finland which can at best only leap-frog out of the Scandinavian lands; in the Balkans and Italy the chance of a breakaway seems almost worse.

The great lesson is there for all to read—that a conquest, no matter how apparently complete, can never be sustained against the will of the conquered, unless the victors can maintain a greater weight of numbers armed with superior equipment to any force that can be brought against them in the cause of freedom. Napoleon said that moral was to material as three to one. The ratio has moved still more in favour of moral qualities since his day, despite improvement in modern weapons of destruction.

FRENCH "MINISTRY OF NATIONAL UNANIMITY"

GEN. DE GAULLE'S NEW TEAM.

(By William Forrest.)

(From the News Chronicle).

A "Ministry of National Unanimity" has been formed by Gen. de Gaulle which will govern France until the new Parliament is elected. The Ministry consists of nine men who have remained in France throughout the occupation, and 13 who held posts in the Algiers Government.

Georges Bidault, 45-year-old History Professor, who was Chairman of the National Council of Resistance, is appointed Minister of Foreign Affairs in place of René Massigli who will probably go to London as Ambassador.

Pierre Henri Tietger, 40-year-old Professor of Law at Nancy, succeeds Henri Bonnet (tipped for the Moscow Embassy) as Minister of Information. Tietger, who was known in the resistance movement under the name of "Tristan", was captured by the Germans in June, but escaped two weeks ago by jumping out of the train in which he was being deported to Germany.

Charles Tillon, Communist Deputy, who organised the *Franc-tireurs* partisans (the Communist group in the F. F. I.) replaces his comrade Fernand Grenier at the Air Ministry.

Tanguy Prigent, Socialist Deputy, and until the other day leader of the Maquis in Brittany, is confirmed in his post of Agriculture Minister, to which he was appointed in the earlier Cabinet reshuffle.

Robert Lacoste (Production) and Lepercq (Finance) are also retained.

Augustin Laurent, Socialist leader of workers in the north, is appointed Minister of Posts and Telegraphs; and Alexander Parodi, who was Gen. de Gaulle's delegate inside France during the occupation, becomes Minister of Labour.

Jules Jeanneney, venerable President of the Senate, is named Minister of State.

Other elder statesmen will be added to the Cabinet in the same capacity "as soon as circumstances permit", that is to say, as soon as they regain their freedom, since most of them are held prisoner in Germany.

General de Gaulle can claim with justice, as he does in the official communiqué, that the Government is "inspired by the spirit that has animated French resistance for four years".

The communiqué classifies the Ministers in three groups—(1) leaders of the resistance movement; (2) members of the old Parliament (two Senators and six Deputies) who took part in the resistance; and (3) men like Catroux, Diethelm, Pleven and Tixier who were among the first to rally round de Gaulle outside France.

The task of the new Government will be to direct France's war effort, to apply the laws of the Republic, to begin the work of reconstruction and to uphold the interests of France in the world.

The Cabinet embraces all shades of political opinion, from Communist to right-wing democratic alliance. Some of the members have no party attachments. Lepercq is an industrialist, and was the first leader of the F. F. I. During the insurrection he directed the defence of the Hôtel de Ville.

COURSE OF THE ITALIAN CAMPAIGN.

KESSELRING'S DIFFICULTIES.

(*From the Times*).

The cataract of Allied successes which has shattered German dominion over France and the Low Countries must not distract attention from the stubborn and vital campaign that is being waged by the armies in Italy.

Hitler would give much to-day for the help of Kesselring's veteran armies in maintaining his crumbling ramparts on the West ; but Kesselring is held fast in General Alexander's iron grip. He dare not disengage, even if he could, for to do so would open yet another way for the invasion of the German homeland. He must, therefore, stand on his fortified line along the Etruscan Apennines and offer one more opportunity to extend the general Allied programme, so brilliantly exemplified in France, of destroying far from home as many as possible of the armies on which the enemy must rely for defence against the coming invasion.

The highest measure of victory will be the annihilation of Kesselring's forces where they stand. Many months of tense struggle with the resolute enemy has shown that it will not be easily attained. Even, however, while the present dour battle along the Gothic Line continues, it is serving other strategic ends of far-reaching value to the Allied cause. Kesselring is draining the ebbing vitality of the Reich to supply and munition his forces so far from home. The advance of the Allies through Italy has won, and now covers, air-fields from which the Mediterranean Air Forces have intervened with such drastic effect as to assist the Soviet in depriving Germany of her oil-supplies in the Danube basin and liberating the Balkan peoples. The thrust towards the head of the Adriatic promises eventually to establish a firm link with Marshal Tito, who is already in touch with the Russians on the Yugoslav-Bulgarian border, and the closing of the ring all the way round the Reich from Antwerp to Koenigsberg is already coming into view.

Once Kesselring is driven to the other side of the plain of the Po he begins to uncover the vitals of the German position in South Europe. He is fighting, therefore, with unrelenting tenacity for every height the ground provides and every pillbox the Todt organisation has equipped for his use. He is opposed, however, to larger forces, superior equipment and, as the continuous record of the African and Italian campaign has shown, better men. Two lines of attack against the Gothic Line have steadily developed, and the interaction of the two, bitterly as every movement is contested, must eventually break down the opposition. One is the pressure on the centre, by which the Fifth Army is driving into the fortified zone by the shortest way across the mountains towards the ancient city of Bologna, the key to the communications of the plain beyond. The Eighth Army, advancing along the Adriatic flank, have a longer route ahead of them ; on the other hand they are already on the right side of the mountains, which here bend to the southward, leaving a narrow approach between the foothills and the sea. When the Eighth Army have carried their thrust along this line as far as the port of Rimini, they will be at the eastern terminus of the main line of railway communication running the whole length of the enemy's rear.

[The Gothic Line has now collapsed and Rimini has fallen—*Editor*].

INTEGRATION OF LAND AND AIR POWER.
MAJOR FACTOR IN ALLIED VICTORY.

(From the Daily Telegraph.)

When Allied armies are forging so dramatically forward on the road to complete victory in the West there may be a tendency to give the Anglo-American air forces less than their due. That would be as unjust and foolish as it was to give the armies less

than their due during the long period when air power was practically the only means of striking at Germany from the west.

In fact, it is significant that Air Chief-Marshal Tedder is the Deputy Supreme Commander of the whole western sector of the grand assault. His appointment reflects the complete integration of land and air power which the Allies began to achieve in the Western Desert, and used with startling effect in Tunisia where "Tedder's carpet" bombs were the major factor in the enemy's disorganisation and collapse, and have continued to use in the assault on Western Europe.

It has long been apparent that complete victory could not be achieved either by sea' land or air-power, but by a combination of all the three. The proper recording of events requires that due credit should be given to each. Amid the rush and sweep of great armies up to and over the German frontier it should not escape notice that air-power is doing more than it ever did before, not excepting its achievements in Tunisia, to procure the disintegration of the enemy. It is being used both tactically and strategically. As regards tactical use—close support of ground troops—it would seem that the experiment of sending masses of heavy bombers to prepare the way immediately ahead of the ground assault has been only partially successful. That at least was true during the fierce battles east of Caen, and it seems also true during the assaults on the ports which the Germans are trying to hold. There is, however, no qualification whatever about the results of insulating a battlefield by using air power to destroy the enemy's communications and to disrupt his retreats. The speed of Allied advance owes very much to such feats as the destruction of 900 locomotives in the second week of August, and the conversion of every roadside into cemeteries of German transport.

In operations of this kind, tactics shade into strategy, for insulation by air-power is more than a local affair. It has not only prevented local reserves from moving up to the battle-field, and exacted a fearful toll from the armies in retreat, but it is largely responsible for the enemy's inability to deploy his strategic reserves far to the rear—perhaps, even as far as the Siegfried Line was a week ago. Moreover, thanks partly to the miraculous speed at which air-bases can be established in the liberated territory, a new intensity is imparted to the effort to produce an internal paralysis in Germany.

At last Allied air-power is great enough, and can be brought near enough Germany to combine the maintenance of air mastery over every battle-field, with widespread dislocation of the enemy's communications and war industries. This tremendous achievement must never be treated as a matter of course.

BRITISH BATTLESHIPS' UNCANNY GUNNERY.

HITS AT 20 MILES WITH ONE-TON SHELLS.

(*By W. F. Hartin,*

Naval correspondent of the "Daily Mail").

Reports that the British battleship *Warspite* shelled German troop concentrations on the outskirts of a Normandy village at a range of 17 miles, must appear almost incredible to any one unfamiliar with naval gunnery.

But the distance is less noteworthy than the accuracy with which shells can be brought to bear on such a remote target. Before the war, in the testing out of some of Britain's most powerful naval guns, hits were reported on a towed target at more than 20 miles. It was, of course, quite invisible to the gunners, but had they been able to see it, their objective would have appeared no bigger than the black bull's-eye on a rifle range. How can guns weighing more than 100 tons each and hurling a shell weighing one ton in itself reach such mathematical accuracy ?

The feat is even more remarkable when it is realised that on no two days in the year is the wind blowing in exactly the same direction, or with the same strength; that temperatures vary from hour to hour and day to day; that barometric pressure changes similarly and that all these changes affect the direction and length of the shell's flight. Trifling as they appear, a degree or two difference in the temperature, or a millimetre or so in the reading of the barometer, may make a difference of a thousand yards to the distance a shell will travel.

The answer, in brief, is that naval gunnery is a science, which over 30 years or more has evolved as many sets of mathematical tables as the astronomer uses for studying the stars. Every one has been perfected by trial and error on special gunnery ranges, so that to-day a British battleship's gunnery department has the benefit of the work of the thousands of research scientists and millions of pounds spent in compiling these tables.

It is a mathematical certainty to-day that if the gunnery officer is told to fire on a target 26,700 yards away, with a compass bearing of 178 degrees (for instance), no matter what the state of the sea or the weather, his ship's guns can do it. His book of tables tells him exactly how he must correct those readings to allow for all the prevailing conditions. The corrected readings are transmitted to the guns which are set accordingly.

The guns are fired by one man—known as a director-layer—who fires them all together by pressing one pedal. That pedal operates an electric circuit. But the guns may not fire immediately. The ship may be rolling and that could render futile all the elaborate calculations that have gone into the ranging. So, although the director-layer has "switched on" there is yet another "switch"—an automatic one—which will operate at the right second.

When moving at high speed, and firing at a moving target, more instruments are called into play, which will estimate the speed and direction of the enemy and translate them again into corrections for those two basic readings of range and compass-bearing by which the guns are trained.

In this war, however, the warships of the British and Allied navies have won glory and more than justified themselves not so much against ships of the enemy—which have never offered a full-scale fleet action—but rather against enemy shore targets.

NEW SHIPS, NEW METHODS AND NEW TACTICS

HOW THE ROYAL NAVY MASTERED U-BOATS

(By Lieut. Cedric Day).

New types of ships, new weapons and new tactics and strategy, supported by a fighting tradition, have enabled Britain's Navy to beat in five years of war the greatest challenge ever made to its sea-power. There have been many critical periods in the Navy's long history, but none in which science, new ideas and imagination have played a larger or more vital part. Since 1939, the British Navy has in many respects made revolutionary changes, and at the same time has expanded at a rate without parallel. Those were the prime factors in its success.

When the war began, the Royal Navy personnel numbered about 133,000. In 1942 Vice-Admiral Sir William Wake Walker reported that "there are five times as many men in the Navy as we started with and they are all in ships". That meant there were about 665,000 men in ships by the end of 1942, and thousands more ashore. The figure must be much higher to-day.

ESCORT SHIPS.

At the start of the war, and indeed until long afterwards, the urgent need was for escort ships. The combined strength of the navies of the British Empire in 1939 was 327 ships of all classes, with 87 building. This was gravely inadequate. By the year ended March, 1941, the Navy had built 480 ships and by October, 1942, it had replaced all losses in warships and built more destroyers than had been lost, and launched a whole new fleet of corvettes (200 of them) in addition to hundreds of landing-craft. In 1943 major war vessels built numbered 170, while the total of all naval vessels launched exceeded 2,000.

Thus has the strength of the British Navy increased, but that is only part of the story. From the start of the hostilities, the key to the future of the war lay in the Atlantic. If Britain's Atlantic communications were ever cut for any considerable period, she would be forced to defeat or at best a negotiated peace. Further, defeat in the Atlantic would have made it impossible for the Allies to have conducted victorious campaigns in the Mediterranean and in France. Modern technical skill had made the U-boat a very dangerous arm of war, and especially so as the Germans were able to construct them in great numbers.

CORVETTES AND SLOOPS.

As the fight developed fiercely in the Atlantic, it was soon crystal-clear to the British Admiralty that ships would have to be specially designed and built to beat the U-boats. Small Hunt-class destroyers produced in some numbers by Britain early in the war represented a comparatively first-class type of escort ships, but something better was needed, quicker to construct and more specifically designed to protect convoys from U-boats. Thus corvettes came into being. Next came sloops and then frigates. Both these classes of ships were designed to hunt enemy submarines; they were for offensive rather than defensive action.

Aircraft had been used by the Germans from the early stages of the campaign, and many formidable combined U-boat-aircraft attacks had been made. The British Navy had countered this move with the use of aircraft itself, but there were not sufficient carriers to cope with the situation. At one time planes were catapulted from ships, despite the fact that the brave airmen who flew them knew that they could not land again, and especially on the North Russia route were likely to die in the sea.

Co-operation with Coastal Command Royal Air Force was developed, and with the introduction of long range aircraft, a severe check was made on U-boat activities. But there still remained a wide "gap" in the Atlantic over which land-based aircraft could give no effective cover. This led to the British Admiralty designing and constructing escort carriers that sailed with convoy escort forces and provided air cover all the way across the Atlantic.

First, these escort carriers were converted merchant ships, but later numbers of ships built as carriers were launched. Their aircraft, in co-operation with the Navy's surface vessels, marked another significant change in the Atlantic fight.

"ONE JUMP AHEAD."

U-boats found themselves stalked and attacked while on their way to intercept and attack Allied convoys. These new ships, and the new methods adopted by the British Navy, were made more dangerous for the enemy by the introduction of new technical equipment. Details of this equipment cannot yet be revealed, but the success achieved against U-boats indicates that the British Admiralty had kept the Navy at least "one jump ahead" of the Germans. Some developments in Asdic and Radar, for instance, have been little short of the miraculous, and have been most important in the destruction of U-boat fleets.

Some remarkable advances have been made too in the technique of gunnery. Great numbers of U-boats have been finished off by the Navy's guns, and it may be noticed that the gunfire of British warships has been deadly accurate even in night actions.

That accuracy is not accidental; it is based on technical advances. Recent figures released state that more than 500 U-boats have been sunk during the war.

But in its other great tasks, the British Navy has shown resourcefulness, ingenuity and adaptability similar to that it displayed in the major battle with U-boats. There are, for example, more than 60 types of landing-craft designed and built for amphibious operations.

In producing these unusual craft, the Navy has worked closely with the United States naval authorities. The spectacular success of their efforts has been shown in the Mediterranean, in the Pacific and in the English Channel.

FLEET AIR ARM.

The Fleet Air-Arm was insignificant in number at the outbreak of the war, but it has tremendously expanded since, while the work of the Navy in co-operation with Coastal Command and other branches of the Royal Air Force has been a feature of the

war at sea—in the Atlantic, in the home waters, in the Mediterranean and in the Far East.

This powerful combination of naval and air-power brought its own problems. It has at the same time extended and restricted sea power—extended in that it has helped to make warships much more dangerous to the coastal fringes of enemy territory; restricted in that fleets must have air protection if they are to be deployed in full strength.

Some theorists believed that the advent of air power would end naval power. Five years of war have proved otherwise, and have proved indeed that the combination of the two has made a joint power which is most formidable, and without which no major war can be won if the combatants have sea-fronts.

ENEMY SHELLING OF S. E. ENGLAND

A DAY IN DOVER

(By a "News Chronicle" reporter).

If ever an award for gallantry is made to any part of the population of Britain it should be made to the people of the south-east coast.

After almost five years of continuous warfare from mass bombing to sneak raiding, machine-gunning and fly-bombing, interspersed with shelling, the people of the south-east coast area in the past two weeks have lived on the battle-field. For a fortnight I have lived with them. In that period, by day and night, hundreds of German shells have been poured into the sea. The Germans on the great guns, only 20 miles away, are throwing everything they have left in their ammunition dumps in a last attempt to hurt the people who have faced them without flinching since Dunkirk.

This is a report on the shelled towns.

It is mid-morning in Dover. Shops, which have survived bombing, are open and women are hurrying to buy their rations before the double siren sounds.

Suddenly, the air is filled with the wicked crack and thunder of exploding shells. Three or four, sometimes six, in a bunch fall in the area. No one could tell the shells were on their way; the mist hides gun-flashes from the cliff observers.

The street is clear rapidly. Women and children go to the cliff shelters, others to basement shelters in the streets and many to their homes.

It is not a matter of an hour or so; these shellings are going on for ten, eleven' twelve and more hours at a stretch. In between, there is a rush to the shops, to catch the buses, and for an entertainment-starved people to get into the pictures.

Those people who go to the cliff shelters are safe and live an organised shelter life. They take with them rations for 24 hours, following a recent official advice. But a lof suffer from "shelter back". While the shelling is on, there are jobs which must be done and the people do them. The baker's girl, with a tin hat on head and a hand-cart ot bread, does her round.

[Happily this nuisance is nearly over now—*Editor*].

RESTRICTION OF HYDROGENATION INDUSTRIES.

PLAN TO PREVENT GERMAN AGGRESSION.

Squadron Leader Murray Harris, brother of Air Chief-Marshal Sir Arthur Harris, C-in-C., Bomber Command, in his book "The Logic of war", published to-day, rejects the idea of a long occupation of Germany. He suggests that an industrial strategy could ensure peace.

"It is disarmament of our enemies by restrictions to be imposed on two industries which are the essence of their war economy—nitrate and hydrogenation plants," he writes. "Nitrogen and hydrogen are paramount in war. Nitrogen is the basic ingredient of most explosives, and hydrogen is an essential element in the fixing of nitrogen for explosive purposes and in the manufacture of synthetic gasoline. Without nitrogen and hydrogen, belligerents would perforce revert to hand-to-hand fighting. A continuously assured supply of these elements is the prime essential in war.

Demolition of nitrogen producing facilities, and prohibitions on the construction of new synthetic capacity would not affect food-production or unduly penalise the enemy.

It was necessary also to eliminate hydrogen plants as these could be easily used for the production of nitrogen. "**The whole German military machine is an inverted pyramid, the peak of which rests on the pin-point base provided by hydrogen**", **he adds.**

GERMAN V-4 WEAPON DEFEATED.

EXPLOSIVE MOTOR BOAT.

(*Daily Express*).

Germany's V-4, now defeated, was an explosive motor-boat launched sometimes in scores against Allied assault shipping unloading on the Normandy beaches.

More than 100 of these explosive boats and the V-3, a one-man torpedo, have been destroyed. The V-4 proved to be nothing more than a high speed motor launch filled with high explosive. The crews set the course for our merchant-ships massed off the beaches—there were always at least 300 to 400 of our ships at anchor. Then the Germans jumped overboard, with automatically inflated rubber dinghies.

Admiral Sir Bertram Ramsay, the Allied Nàval Commander-in-Chief directing the whole landing and supply operations of the army of liberation, worked to a 90-day plan. On "D" plus 28 days, the navies had landed safely 1,000,000 men, 183,500 vehicles and 650,000 tons of stores. Half-a-ton of stores for every man and a vehicle for every five men were landed in those first 28 days. This involved the continuous use of 5,143 ships, 4,266 of them specially constructed landing vessels.

The great build-up on the British sector has been completed to schedule. What it totals is a secret, but in those 90 days the Allied navies landed in France more vehicles than in the whole of the last war.

ATTACK ON JAPANESE SHIPPING

WAR OF ATTRITION

(*From the Times.*)

Attack on Japanese shipping by sea and air continues from the approaches to the Indian Ocean and the South-West Pacific to the home waters of Japan.

The brunt of this campaign of attrition has been borne by United States aircraft, aided in the South-West Pacific by Dutch and Dominion squadrons and by United States submarine flotillas. Almost every report from General MacArthur's Australian headquarters mentions loss or damage to the enemy merchant navy. Thus during the last fortnight at least 10 freighters have been sunk in the anchorage of Menado in the Celebes and many other ships have been seriously damaged by Allied air attack. Reports of commanders of American submarine flotillas show a steady increase quarter by quarter in the destruction of the enemy's maritime transport. During the three months ended on June 30 last year, United States submarines certainly sank 10 naval vessels, and 29 merchantmen of various types. During the corresponding period this year they accounted for seven naval vessels and no fewer than 70 tankers, transports, freighters and passenger ships; their latest fortnightly report shows a bag of 17 ships; their efforts are being extensively supplemented by British submarines, whose commanders have made the Japanese chary of risking shipping between Singapore and Rangoon.

It is true that little is known of the enemy's capacity to make good his maritime losses almost as little as the non-Japanese world has learnt of Japanese naval construction since the veil descended in 1936. It is also true that the strength of the Japanese mercantile fleet makes attrition a slow process. But there are signs that it has gone far enough to cause the Japanese Government acute anxiety.

One of these signs has been the confession of official spokesmen that lack of transport has prevented the full exploitation of the riches of Java and other conquered islands, from which the great commercia lhouses of Japan hoped to recoup themselves after years of mounting taxation. Another has been the building of small, slow wooden coasters in captured ship-yards. In the same order of expedients is the construction of great numbers of barges for reinforcement, supply or evacuation of garrisons now marooned in a multitude of islands, though these vessels are helpless against almost any form of attack and cannot face the open sea.

But perhaps the fullest confession of attrition of Japanese sea power, naval and mercantile alike, has been the abandonment of garrison after garrison from the Solomons to Guam to destruction, swift or slow, by fire, fever or famine. It is fashionable to ascribe this to Japanese indifference to life. But the Japanese High Command would doubtless have been very glad of some of these troops in Burma this spring if they could have brought them there.

WHERE IS THE JAPANESE AIR-FLEET?

RIDDLE OF S. W. PACIFIC WAR

(By "The Times" Australia Correspondent.)

As the war in the South-West Pacific stands for a while in the shadow of great events in Europe, it is timely to examine one of its greatest riddles and ask what has become of the Japanese air-fleet.

The last offensive flight in force against the Allies in the lower Pacific was at Oro Bay nearly a year ago, when about 100 aircraft came from Rabaul and were cut up by American Lightnings. Just before the Allied landing at Cape Sansapor—the fifth of a series of moves which has brought the Allies from Hollandia to the extremity of Dutch New Guinea—Allied airmen reported that they had met aggressive and apparently well-trained fighter pilots based on the islands close by; but these pilots had not engaged the Sansapor convoy. All these coastal advances were made within range of bases long held by the enemy and presumably usable in part, in spite of the Allies' heavy neutralizing raids.

What is the reason for this most glaring of all negations in a war Japan was to have waged after long preparation for the conquest of the World? It can scarcely be the need of aircraft, for the Japanese losses in two-and-a-half years in the South-West and South Pacific, though considerable, are not disproportionate to their known capacity for production. It is certainly not lack of airfields, as the island arc was thick with them when Japan was at the peak of her offensive. Nor is it likely to be shortage of fuel, since the rich East Indian wells are still in Japanese hands and the shipping line, however thin, is still uncut between them and Japan.

The reason probably lies elsewhere. It would seem that the enemy's strategy was changed when the Huon corner of New Guinea was lost by the Japanese at Finschafen late last year. With it went air control of the area, because of our newly-won proximity to the key base at Rabaul. Then it would appear that the New Guinea garrisons were abandoned; air strength was pulled back and after our heavy attacks on Wewak and Hollandia, where several hundred aeroplanes were destroyed on the ground, the Japanese line of defence shrank to the Philippines.

In that "land of thousand islands" there are many air-fields, both acquired and built, which the Japanese probably hope to use in a strong counter-blow to the carrier-borne fleet which they know must accompany the Allied forces in the inevitable naval clash that will open a decisive conflict in the Pacific theatre.

Time may prove that the rot is deeper and what has been demonstrated in the long New Guinea campaign may be true when a closer battle is joined. Yet it would not be prudent to dwell on that hope or under-estimate the enemy's guile and power. It will probably be found that when the Japanese think the time is right they will try to deliver

a tremendous punch into which will be packed all their air and naval power. They may put everything into their attempt at one knock-out blow.

As our Pacific advance continues hop by hop, nests of Japanese who have been by-passed are left to wonder at the sweeps of Allied ships and aircraft. There are extensive remnants of enemy armies of occupation around Rabaul and the northern tip of New Britain, at Kavieng in New Ireland, on Bougainville and in many other parts of the Solomons. These troops number scores of thousands and must be cleaned out before civilian life can be restored. So also must survivors of the estimated force of 40,000 which is squeezed on the New Guinea mainland, between the Australians near Wewak and the Americans north-west of Aitape. Probably half of these have been killed or have died of disease.

"FASTER THAN ANY OTHER IN SERVICE".

BRITAIN'S NEW SPITFIRE XIV.

(Daily Express Sep. 14).

The R. A. F. now has a Spitfire—off the secret list yesterday—faster than any other in service, with an unequalled rate of climb and high altitude performance that will keep it above any flights the enemy can put in the air.

Squadrons equipped with it destroyed more than 300 flying bombs.

It has some striking new features. The most noticeable are the five-bladed propeller which makes it one of the smoothest craft to fly, a longer nose than its predecessors and a slightly larger rudder.

Pilots have already reached 40,000 ft. in the new Spitfire F. Mark XIV. They report that even at this height of more than seven miles, the machine retains all the fighting manœuvrability and control which characterised the earlier types.

The "Spit. XIV" is fitted with Griffon 65 engine, developing more than 2,000 h. p. Its primary purpose is high-altitude interception.

Just before D-Day one wing was sent out to deal with any German high-flying reconnaissance planes. Although it put in 1,000 flying hours, not a single one appeared.

"When you open the throttle," says Wing Commander R. W. Oxspring, Battle of Britain veteran, "the new Spit leaps off the ground, and at its height there is nothing to touch it. It is entirely without vices".

The effect of an attack by these planes is shown by this : A pilot gave a burst at a motor-cycle despatch rider. The cycle and rider completely vanished.

INVENTION OF RANGE-FINDER.

BRITAIN'S ANSWER TO FLYING BOMB.

(From the Daily Mail).

The Range-finder that was "a complete answer" to the pilots' difficulties in combating the flying bomb, and cost no more than one shilling, was the invention of Sir Thomas Merton, unpaid Scientific Adviser to the Ministry of production.

At his home, Winforton House, near Hereford, 24 hours after he was first struck by the idea, he had manufactured the prototype. In less than a week the manufacture of hundreds was in full swing.

"The Range-finder must remain a secret, as its possibilities in this war may not yet be exhausted", said Sir Thomas, "But I can say that it is very small, no heavier than a box of matches. It was one of those ideas that look so obvious afterwards".

THE DIET—FROM THE NITOBE ANGLE.

(From the Far-East Bulletin.)

The late Dr. Nitobe, one time liberal of Japan, former Under-Secretary-General of the League of Nations for seven years, who died a disappointed liberal, often flayed the Japanese Diet and political methods. In an interview with the Japanese paper *Mainichi* he declared:

"About twenty years ago my mischievous mind was tempted to write a book—*Kokkei-koko* (A Humorous State)—by which I meant a country where the Government and the people talk big and do little, where the art of governing is a ridiculous farce and a lie. How little did I dream that I should but wait a score of years—until A.D. 1931—when I might select good illustrations nearer by! Within our own gates, in the halls of the highest chambers of Council in our land, and in the conduct of the political party that boasts of the largest following and the largest resources, headed, too, by a most adroit and cantankerous gentleman. The least advanced class of men in this country is that of politicians. It is chiefly they that clog the wheels of the State machinery, that poison the mind of the nation. *The opening of the Diet means the assembling of about a dozen politicians, scores of pugilistic experts and four hundred puppets.*"

Members of the public are requested to make a free present of any suitable old Tamil books they can spare for the perusal, in their leisure time, of our soldiers outside India.

Books so given will be handed over to the Superintendent of the State Press, who will arrange to despatch them.

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PROGRAMME.

LECTURE CCXVII (*Batch 3*).

30-9-44	Municipal Office	... 6.00 p.m.	4-10-44	Ramachandrapuram	... 7.00 p.m.
1-10-44	Surakkadu	... 7.00 "	"	Rayavaram	... 7.30 "
"	Kottaikkadu	... 7.30 "	5-10-44	Valaramanikkam.	... 7.00 "
2-10-44	Tennatirayanpatti	... 7.00 "	"	Embal	... 7.30 "
"	Visalur	... 7.30 "	6-10-44	Viralimalai	... 7.00 "
3-10-44	Malaiyur	... 7.00 "	"	Poruvai	... 7.30 "
"	Karambakkudi	... 7.30 "			

LECTURE CCXVIII (*Batch 4*).

7-10-44	Municipal Office	... 6.00 p.m.	11-10-44	Vadavalam	... 7.00 "
8-10-44	Nirpalani	... 7.00 "	"	Sammattividuthi	... 7.30 "
"	Avur	... 7.30 "	12-10-44	Andakkulam	... 7.00 "
9-10-44	Puttambur	... 7.00 "	"	Killanur	... 7.30 "
"	Vaittikkovil	... 7.30 "	13-10-44	Kodumbalur	... 7.00 "
10-10-44	Narttamalai	... 7.00 p.m.	"	Viralur	... 7.30 "
"	Uppiliakkudi	... 7.30 "			

RECRUITING—ADVERTISEMENT—4 p. m.

30—9—44	Ponnamaravathi.	7—10—44	Tirumayyam.
1—10—44	Virachchilai.	8—10—44	Tittanviduthi.
3—10—44	Perambur.	10—10—44	Vadakadu.
5—10—44	Kulipirai.	12—10—44	Kilanilai.
6—10—44	Pudukkottai.	13—10—44	Pudukkottai.

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